AGRICULTURAL.

The Farmers.

The most important and most interesting portion of the report of the Secretary of Agriculture for the fiscal year ended June 30, 1895, which has just been made, is that which treats of the present condition and probable future of the farmers of the United States.

The statistics of the department show that by the census of 1890 there were, in the United States, 4,564,641 farms, averaging 137 acres each and valued at $13,000,000,000, an average of $2,909 each. Of the total population of the United States 26,146,000, or 42 per cent. were engaged in farming, with an average of six persons to each farm.

Now, according to the official figures, by their own labor, with an additional investment upon each farm of about $200 in implements and $800 more in domestic animals and sundries (making a total farm plant of $4,000), those families made for themselves during the year, out of the products of the earth, a wholesome and comfortable living. It is further shown that these same farmers :

"Have, with part of their surplus products, also fed all the town population of the United States, poor and rich alike. Cereals, meats, vegetables, fruits, eggs, milk, butter, cheese and poultry have been supplied the village and city markets of the United States in abundance. It is probably safe to say that more than 40,00,000 of American citizens not living on farms have been so furnished with all the necessities and luxuries known as products of the varied soil and climate of the states and territories of the union.

"During the fiscal year 1895 the United States exported to foreign countries domestic commodities, merchandise and products aggregating in value $793,000,000. The aggregate value of the agricultural products, included in that sum was $553,215,317. Of the total exports Europe received a valuation of $628,000,000, or 79 per cent. of the whole.

"Thus American agriculture, after feeding itself and all the towns, villages and cities of the United States, has also sold in the outside world's markets more than $500,000,000 worth of products. So the farmers of the United States have furnished 69.68 per cent. of the value of all the exports from their country during the year 1895.

"But this large number of consumers, consisting not only of our own citizens, but of the citizens of all nations, have not been gratuitously fed, though their supplies have been constant and abundant. With sound money of the least fluctuating buying power—money on a parity with and convertible into gold the world over—American farmers have been remunerated for their products."

What other large class can say this much? Take the 22,000,000 laborers who are not employed in farm work, but are chiefly engaged in operating railways, factories and commerce. Can they boast that they have all made comfortable livings, that they have had food enough and clothes enough for their families during the hard times that followed the panic of 1893? Not by a vast deal. Of the working classes in cities many have barely survived upon their own resources, while many others have been largely supported by the charity of the people in cities. By some strange instinct, or possibly for reasons based on experience, when people fall into misfortune and need help, they never flock to the country, but always to the cities.

The farmers have not been charged with the burden of giving free support to millions of working people thrown out of employment. It has fallen on city populations. It is estimated by the Secretary of Agriculture that the farm products of all sorts for the past official year were worth $2,300,000,000, which is considerably less than they were officially reported at in 1890. Then, declares the Secretary :

"How can the 42 per cent of the population of the United States which feeds the other 58 per cent and then furnishes more than 69 per cent of all the exports of the whole people, be making less profits in their vocation than those whom they feed when the latter supply less than 31 per cent of the exports of the country?"

A great many exaggerations have been put forth in reference to the amount of farm mortgages. The Secretary's report throws the light of truth on the subject. It shows that in 1890 the total amount of farm mortgages in the United States represented only 16 per cent of the value of the farms as returned for taxation. On every $10,000 worth of farm property there was an average encumbrance of only $1,600.

The amount and average of farm mortgage indebtedness is less now than it was in 1890. It must be remembered always in estimating farm mortgages that a large part of them is for deferred payments on the land or its improvements. But taking the actual facts and figures the farms of the country are less incumbered than manufactures or any other class of property whatsoever.

The farmers stood the recent hard times better than any other class of our population, and their general condition has undoubtedly improved within the last few years.—*Atlanta Journal.*

Subsoiling.

The season for subsoiling is rapidly approaching and we give below some hints about its value. If well done it will secure a large store of moisture from the coming winter rains to tide you over the droughts of next summer.

Irrigation is not always practicable; first is the scarcity of water; second, the unevenness of the land; third, lack of means to put in a plant; fourth, lack of experience and change of farm methods; fifth, the fact that in many seasons there is sufficient moisture from natural rainfall, causing enforced idleness of the plant and a return to the ordinary methods of farming. Taking all these difficulties into consideration, a writer in the New England Homestead thinks that the most practicable remedy is subsoiling. He says:

There are few if any seasons when crops could not be raised if the natural rainfall could be retained by subsoiling. It has many advantages over irrigation. A few acres can be treated each year until the whole farm has been gone over No expensive apparatus is needed. Three heavy horses can run a subsoiler sixteen inches deep in an open soil free of stone. By subsoiling twice, the second time crosswise, the ground can be stirred to a depth of twenty inches, and will hold an immense amount of water, which, instead of running off into streams, is stored for future use. Experiments the past year have shown that this treatment has doubled the yield. When the subsoiling must be repeated it can be done for half the original cost. One great advantage is that it necessitates no change in the methods of farming. This is a practical way of getting the benefits of sub-irrigation.—*Rural World.*

The Raising of Good Horses.

The price of horses has of late been so reduced that farmers are discouraged in horse raising. The low prices now prevailing are due to a want of demand, on account of the electric car system, which has been so generally established throughout the cities and some parts of the country for rapid transportation. This is, no doubt, in some part the cause of the weak demand for horses in the markets. There is, however, another cause, which will be found in overproduction. A few years ago the horse craze, as it may be called, prevailed among farmers, and there was scarcely anyone who was not breeding either first-class roadsters or blooded drivers.

For these, for a few years, first class prices were obtained, and the demand, which was at the time a fictitious one, produced by a sort of boom in horseflesh, produced an oversupply, and now there are too many horses for the market, which has for the time been somewhat diminished by the electric car lines.

But good horses are always desirable, and will in the near future bring better prices than now. Farmers will understand what they need, and for awhile, perhaps, the supply will be short of the demand, but the price will again settle to a fair compensation for the trouble and risk in raising good horses. Good family horses will always be in demand in the cities and in the prospercus villages. Cars may carry men to business and women to their shopping, but there is a demand, in hours not spent in business, for a carriage horse to supply a need felt by almost every well-to-do family, that may have a restful airing in the country or in the parks and suburbs of the city. Farmers would do well to turn their attention to raising horses to supply this want. Horses should be raised of the best blood, not for the turf, but for the carriage, and as much care should be taken in their training for this purpose as is necessary to produce good conditioned, quiet, trusty horses, suited to driving through all the bustle and noise of the city.

This will require time and care in the trainer, but such horses will always have a good sale, and can be profitably raised. Give us good family horses and the demand will be sufficient to pay the producer a good profit.—*Farm News.*

☞ "The idea of hatching eggs by electricity may appear somewhat farfetched, but electric incubation is not only being carried on in Germany, but is growing up into a large industry," says Lightning, London. "A Strasburg electrician, who has been experimenting for three years, has found that with the electrical incubator 90 chickens can ordinarily be counted on out of every 100 eggs dealt with."

☞ Although there may be a difference of opinion as to the amount of time a young man of limited means should spend on higher education, few, nowadays, will admit that he should neglect it entirely. Competition and low prices especially of farm products, make it necessary for the successful agriculturist to be thoroughly informed and capable of comprehending complex problems. Practical experience is a good teacher but the path of the average young farmer would be much smoother should he spend some time at an agricultural college, even if it be brief. Most of the state institutions have short winter courses beginning early in January. Attend these and get what you can from them. A long course is much to be desired, but if this cannot be obtained take a short one. It will pay.

Administrator's Notice.

All persons having claims against the estate of Wade Stewart, deceased, are hereby notified to present them to me, properly attested, on or before the 3rd day of November, 1896. All persons indebted to said estate are notified to make payment to me, without delay. This 24th day of October, 1895. H. N. PHARR,

Adm'r of Wade Stewart, dec'd.

Nov. 1, 1895. 6w

Administrator's Notice.

Having qualified as Administrator of the estate of Thomas Grier, deceased, late of Mecklenburg County, N. C., all persons having claims against the estate of said Thomas Grier, are hereby notified to present them to me on or before the 18th day of November, 1896, or this notice will be plead in bar of their recovery. All persons indebted to said estate are notified to make immediate payment to me This Nov. 13th, 1895. H. N. PHARR, Adm'r of Thomas Grier, deceased.

Nov. 15, 1895 6w

Administrator's Notice.

All persons having claims against the estate of W H. Hagler, deceased, are hereby notified to present them to me, properly attested, on or before the 20th day of October, 1896. All persons indebted to said estate are notified to make payment to me, without delay. This 15th day of October, 1895. H. N. PHARR, Adm'r of W. H. Hagler, deceased.

Oct. 18, 1895. 6w

SEABOARD AIR LINE R. R.

SCHEDULE

In Effect Sept. 29, 1895.

Trains leave Charlotte, N. C.

5:20 A M—Daily, for Hamlet, Cheraw, Raleigh, all points on the R & A and R & G R R, Weldon, Portsmouth, Old Point Comfort, Petersburg, Richmond, Washington, Baltimore, Philadelphia, New York and Boston. Also, Wilmington, Wrightsville, and all local points on C C RR. Also, Charleston, Sumter and Bennettsville, arriving in Wilmington at 12 30 p m.

5:20 A M—Daily for all Southern points via Monroe, Chester, Greenwood, Athens Atlanta, Montgomery, New Orleans Chattanooga, Memphis and the South west. Through sleeper and day coaches from Washington, D C, to Atlanta, connecting with roads diverging out of Atlanta.

10.43 A M—Daily, for Mt. Holly Lincolnton, Cherryville, Shelby, Cleveland Springs, Ellenboro and Rutherfordton; also, Blowing Rock, Lenoir and Hickory

8:20 P M—Daily, for all points North and South—New York, Boston, Philadelphia Baltimore, Washington, Richmond, Petersburg, Portsmouth, Old Point Comfort, Virginia Beach, Weldon, Raleigh, Wilmington and Wrightsville, connecting at Monroe with through sleepers and day coaches between Atlanta, Ga., and Washington, D C, and sleepers between Monroe, N. C., and Portsmouth, Va., and for Atlanta, New Orleans and all Southern points.

8.50 P. M.—Daily, with sleeper for Wilmington and all C. C. points

Trains arrive in Charlotte:

10.43 A M—Daily, Rockingham, Wadesboro, Monroe. Also from all points North—New York, Philadelphia, Baltimore, Washington, Richmond, Petersburg, Old Point Comfort, Portsmouth, Weldon Raleigh and Sanford. Also from Atlanta, New Orleans and all Southern points.

8:20 P. M.*—Daily, from Rutherfordton, Shelby, Cleveland Springs, Lincolnton, Newton, Hickory, Lenoir, Blowing Rock and Mt Holly.

10:10 P. M.—Daily, from all Northern points, Boston, New York, Philadelphia, Baltimore, Washington, Richmond, Va., Petersburg, Old Point Comfort, Virginia Beach, Portsmouth, Weldon, Raleigh, Cherew, S. C., all local points between Portsmouth and Charlotte, and from Wilmington, Wrightsville and all local points on the C. C. R. R.

10:01 P. M.—Daily, from all points South and Southwest—New Orleans, Montgomery, Memphis, Chattanooga, Atlanta, Athens, Greenwood, Chester and Monroe; close connection at Monroe.

7 45 A M†—With sleeper from Wilmington, and all C. C. points.

Local freight, with coach attached, leaves Charlotte for Shelby at 4 o'clock p m, returning at 10 a. m daily except Sundays.

The 8:20 p. m. train connects at Monroe with the Atlanta special No. 402, which arrives in Raleigh at 1:20 a. m., and Washington, D C, at 10:30 a. m., and Portsmouth at 7:30 a. m., making close connection for Baltimore, Philadelphia and New York.

The 5:20 a m., train connects at Monroe with Atlanta special No. 403, for Atlanta and all points South, arriving in Atlanta at 4 p. m.

Passengers leaving Charlotte at 5:20 a. m. arrive in Atlanta at 4 p. m. Leave Atlanta at 1 o'clock p. m., arrive in Charlotte at 10:10 p. m. Leave Charlotte at 5:20 a. m., and 8:20 p. m, arrive in Raleigh at 11:45 a. m. and 1:20 a. m. Leave Charlotte at 5:20 a m, arrive in Wilmington at 12 30 p m., and at Cheraw, S. C., at 9:40 a.m. Close connection both ways with the C. & L R. R. at Lincolnton. Leave Charlotte at 8:20 p m., arrive in Atlanta at 6:20 a. m, making a double daily train both North and South from Charlotte.

The Atlanta specials No. 402 and 403 are magnificent new vestibuled trains, built by the Pullman Palace Car Co, on which there is no extra fare charged.

* Daily except Sunday. † Daily except Monday.

For information relative to schedules, fare, &c, apply to

E ST. JOHN, Vice President.

J G BASKERVILLE, Ticket Agent, Charlotte, N C.

JNO. H WINDER, Gen'l Manager.

B. A NEWLAND, T P A.

T. J. Anderson, Gen'l Pass. Agent.

V. E McBEE, Sup't Transportation

Oct 18, 1895

SOUTHERN RAILWAY

PIEDMONT AIR LINE.

FIRST AND SECOND DIVISION.

Schedule in Effect October 7, 1895.

This Condensed Schedule is published for information only and is subject to change without notice to the public.

TRAINS LEAVE CHARLOTTE.

10:55 p m—No 35, daily for Atlanta and Charlotte Air Line division, and all points Southwest. Carries through Pullman drawing-room buffet sleeper between New York, Washington, Atlanta and New Orleans.

3:20 a m—No 31 daily, Exposition Flyer Atlanta and points South Pullman drawing-room vestibuled sleeping cars between New York, Washington and Atlanta and vestibuled coaches between Washington, Charlotte Atlanta Solid vestibuled train.

9:35 a m—N 37 daily, Washington and Southwestern vestibuled limited, for Atlanta, Birmingham, Memphis, Montgomery, Mobile and New Orleans, and all points south and southwest. Through Pullman sleeper, New York to New Orleans, and New York to Memphis. Dining car, vestibuled coach between Washington and Atlanta

12:20 p m—No 11 daily, for Atlanta, and points South. Solid train, Richmond to Atlanta Pullman sleeping car, Richmond to Greensboro

11:00 P. M—No. 35, daily, far Agusta, Savannah, Charleston, Jacksonville and C C & A local stations. Carries through Pullman drawing-room buffet sleeper between New York, Savannah and Jacksonville. Also Pullman sleeper Charlottee to Augusta.

9:35 a m—No 37, daily for Columbia, Augusta, Charleston, Savannah and all Florida points; C & A local stations. Carries Pullman buffet sleeper, New York to Tampa, connecting parlor car at Columbia for Augusta.

8:50 a m—No 36, daily, for Washington, Richmond, Raleigh and all points North. Carries Pullman drawing-room buffet sleeper, New Orleans to New York; Jacksonville to New York

1:10 a m—No 32, daily, Exposition Flyer for Greensboro, Raleigh, Washington, New York and points North Carries Pullman drawing-room vestibuled sleeping car, Atlanta to New York; vestibuled coaches to Washington. Solid vestibuled train. On Thursdays and Sundays of each week carries Pullman sleeping car between Atlanta and Richmond.

8:30 p m—No. 38 daily, Washington and Southwestern vestibuled limited for Washington and all points North, Through Pullman cars Memphis to New York; New Orleans to New York; Tampa to New York. Also carries vestibuled coach and dinning car.

6:40 p m—No 12, daily, for Richmond, Raleigh. Goldsboro and all points North. Carries Pullman sleeping car from Greensboro to Richmond. Connects at Greensboro with train carrying Pullman car for Raleigh.

5:00 a m—No. 60, daily except Sunday Freight and passenger for Statesville and local stations

4:15 p m—No 16, daily, except Sunday, for Statesville and Taylorsville and local stations.

Trains arrive at Charlotte:

9:25 a m, 3:10 a m, 11:59 a m } FROM THE NORTH
10.45 p m }
1:00 a m, 8:33 a m, 6:20 p m, 8:20 p m } FROM ATLANTA
8:25 a m, 8:20 p m } FROM AUGUSTA.
*9:00 a m, * 4:15 p m } FROM STATESVILLE.

All freight trains carry passengers.

*Daily except Sunday.

J. M. CULP, Traffic Manager.
W. A. TURK, Gen. Pass. Agent, Washington, D C
W H GREEN, Gen'l Superintendent. Washington, D C
S. H. HARDWICK, Ass't Gen'l Pass. Ag't Atlanta, Ga
CHAS. L. HOPKINS, Traveling Passenger Agent, 18 E. Trade Street, Charlotte, N. C.

Oct. 18, 1895.

Raleigh & Augusta Air-Line Railroad,

Connects at Hamlet with the Carolina Central running to Wilmington, and at Raleigh with the Raleigh & Gaston Road running to Weldon.

Trains Going North.	No. 2, D'y exc't Monday.	No. 4 D'y exc't Sunday
Leave Hamlet,	3:00 a m	0:00 a m
" Sanford,	6:09 a m	00:00 a m
" Cary,	8:35 a m	0:00 p m
Arrive at Raleigh,	9:00 a m	0:00 p m

Trains Going South.	No. 1, D'y ex. Sunday	No. 3 D'y exc Monda
Leave Raleigh	7:00 p m	0:00 a
" Cary,	7:26 p m	00:00 a
" Sanford,	9:15 a m	0:00 p
Arrive at Hamlet,	12:15 a m	0:00 p

JOHN H WINDER. Gen'l Manager

Feb. 2 1895